

sion under general order 28 of the Director General, U.S. Railroad Administration, dated May 25, 1918, and amended June 12, 1918."

If all rates therein are to apply on both intrastate and interstate traffic, use the following:—"The rates made effective by this schedule are initiated by the President of the U.S. through the Director General, U.S. Railroad Administration, and apply to both interstate and intrastate traffic. This schedule is published and filed on one day's notice with the Interstate Commerce Commission under general order 28 of the Director General, U.S. Railroad Administration, dated May

25, 1918, and amended June 12, 1918."

If some of the rates therein are to apply to interstate traffic and others to intrastate traffic, use the following:—"The rates made effective by this schedule are initiated by the President of the U.S. through the Director General, U.S. Railroad Administration, and apply to interstate or intrastate traffic, as provided herein. This schedule is published and filed on one day's notice with the Interstate Commerce Commission under general order 28 of the Director General, U.S. Railroad Administration, dated May 25, 1918, and amended June 12, 1918."

\*On baggage tariffs use word charges.

## Regulations for Protection of Railway Employees.

The Board of Railway Commissioners passed general order 236, May 20, as follows:—Upon hearing the application of the Trainmen's Association of Canada, for revision of order 5888, Dec. 16, 1908, making provision for the protection of railway employees, and upon the reports of the board's Chief Operating Officer and Chief Engineer, it is ordered as follows:

1. Whereas subsec. 3 of sec. 264 of the Railway Act provides that  
"There shall also be such a number of cars in every train equipped with power or train brakes that the engineer of the locomotive drawing such train can control its speed, or bring the train to a stop in the quickest and best manner possible, without requiring brakemen to use the common hand brake for the purpose."  
Therefore, at least 85% of the number of cars in every train shall be equipped as above required.

2. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes.

3. No light engine, nor two or more light engines coupled, when the movement is either on a single track or against the current of traffic on a double track, shall be run a greater distance than 25 miles in any one direction without a conductor appointed for service as such and possessed of the qualifications set out in paragraph (b) of sec. 5 of this order.

4. No railway company shall permit any employe to engage in the operation of trains, or handle train orders, without first requiring such employe to pass an examination on train rules and undergo a satisfactory eye and ear test by a competent examiner.

5. (a) Locomotive engineers must be at least 21 years of age; undergo a satisfactory eye and ear test by a competent examiner; and pass an examination on train rules and regulations, and the proper care and operation of locomotives and air brakes.

(b) Conductors must be at least 21 years of age; undergo a satisfactory eye and ear test, and pass an examination on train rules and regulations and the operation of air brakes.

(c) Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least 18 years of age, write a legible hand, and pass an examination on train rules and regulations. Telegraph operators must be able to send and receive messages at the rate of not less than 20 words a minute.

(d) Train dispatchers must be at least 21 years of age, be familiar with the line over which they have charge, and pass an examination on train rules and regulations.

(e) Railway companies shall (within 90 days from the date of this order) file with the board a copy of each examination paper for the examinations herein re-

quired to be passed by the employes of such railway company.

6. All railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs and stone upon open cars, and the loading and carrying of structural material, plates, rails and girders; and no material of any kind shall be carried on the roofs of cars.

7. (a) All open drains crossing tracks in railway yards shall be safely covered for at least 5 ft. from the gauge side of each rail, except in times of flood, when temporary open drains may be provided if necessary.

(b) No semaphores, signals, poles, high or intermediate switchstands, or piles of material, erected or placed in future, shall be nearer than 6 ft. from the gauge side of the nearest rail.

(c) No structure, except mail cranes, which shall be erected and maintained as directed by order 5647, Nov. 20, 1918, over 4 ft. high, shall hereafter be placed within 6 ft. from the gauge side of the nearest rail without first obtaining the board's approval.

(d) Water stand-pipes shall not be nearer than 2½ ft. from the widest engine cab, and the spout of the stand-pipe shall, when not in use, be fastened parallel with main track, and enginemen are required to see that this is done after using any such pipe.

8. Every person or company offending against any of the foregoing provisions shall forfeit and pay \$50 for every such offence.

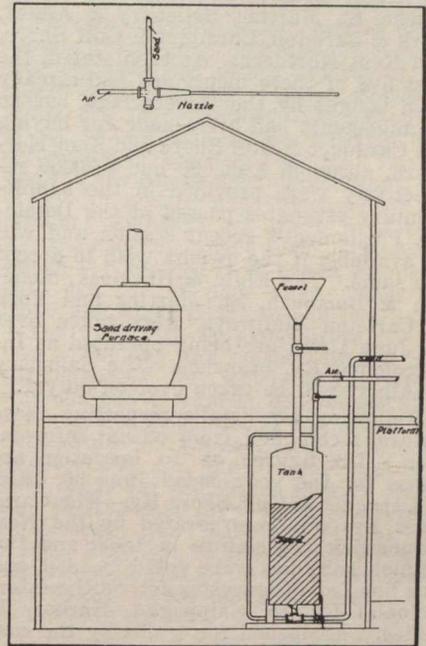
9. Orders 5888 and 12225 (general orders 22 and 65), dated Dec. 16, 1908, and Nov. 9, 1910, made herein are rescinded.

**Protection of Railway Employees.**—The Board of Railway Commissioners passed general order 237, May 31, requiring railway companies to adopt the following rule:—"Where two main tracks parallel each other and are less than 20 ft. from centre to centre, whether such tracks are for double or single track operations, employes in every instance, when stepping out of the way of approaching trains must move to the right of way and not to the other track."

**Great Northern Subsidiaries.**—The Board of Railway Commissioners has approved bylaws of the Great Northern, Crows Nest Southern, New Westminster Southern, and Victoria & Sidney Railways, and Victoria Terminal Ry. & Ferry Co., authorizing H. H. Brown, General Freight Agent, and C. E. Stone, Passenger Traffic Manager, to prepare and issue tariffs of tolls to be charged on those railways.

## Air Sand Blast Machine at Ogden Shops, C.P.R.

The accompanying illustration shows plan of an air sand blast machine, which is used at the C.P.R. shops at Ogden, Alta., for sand blasting tender tanks, cabs,



dome casings, driving wheels, or other parts of locomotives, removing all substances right down to bare iron, and thereby giving the opportunity to do the best painting possible.

**Safety Appliances for Freight Cars.**—The Board of Railway Commissioners passed general order 229, May 9, as follows:—Re general order 128, July 20, 1914, and the application of the Grand Trunk Pacific, Canadian Pacific, and Canadian Northern Railways for an extension of time of 18 months within which to equip their freight cars with safety appliances, as required under the said order. Upon hearing the applications at Ottawa, May 7, in the presence of counsel for the railway companies and representatives of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, it is ordered that the railway companies subject to the board's jurisdiction be granted an extension of time until Sept. 30, 1919, within which to make the changes required under the said order, the railway companies to continue their present practice of filing with the board monthly reports of the progress made in complying with the requirements of said order.

**Tree Planting for Snow Fences.**—T. A. Hoverstad, Agricultural Commissioner, Minneapolis, St. Paul & Sault Ste. Marie Ry., in acknowledging receipt of Canadian Railway and Marine World for May, containing an article on tree planting for railway snow fences, writes: "I feel that you have given the matter of tree planting along railways a great stimulus forward. I am sure that all the northern roads that are troubled with snow blockades will begin a vigorous and systematic campaign for planting trees in the very near future. Owing to the government having taken over the operation of the railways, we shall not extend our planting this year, but we are doing a certain amount of repair planting, and are cultivating the trees now growing on the right of way."